

**REMARKS/ARGUMENTS**

The drawings and abstract have been corrected to overcome the objections noted by the Examiner.

Claims 15 and 23 have been amended to place them in better form.

Claims 28 and 31 have been amended to include proper antecedent basis.

Claims 26, 29 and 32 stand rejected as being anticipated by De Minco et al. In order to distinguish these claims over De Minco et al, they have been amended to claim the engine control as being in an internal combustion engine having a mechanical speed sensing governor and wherein the governor sensor or engine speed sensor are coupled to the governor. A mechanical speed sensing governor in the context of the present application is a well known device that is mechanically linked to the engine and provides a mechanical output relating to engine speed. Such governors include speed sensing mechanisms, such as an air vane mechanism or a centrifugal flyweight mechanism.

With the amendments to Claims 26, 29 and 32, it is submitted that they are neither anticipated nor rendered obvious by De Minco et al. which does not disclose a mechanical speed sensing governor.

Application Serial No. 10/674,970  
Amendment dated March 7, 2005  
Reply to Office Action dated December 13, 2004

It is believed that the application is now in condition for allowance. However, if further issues, it is requested that the Examiner telephone the undersigned at 460-260-1692.

Respectfully submitted,

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CERTIFICATION OF MAILING

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JOHN F. HOFFMAN, REG. NO. 26,280

Name of Registered Representative

Signature

March 7, 2005

Date

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**Amendments to the Drawings**

The attached replacement sheets of drawings have been changed to correct the misspelling of "Throttle" in Figs. 6A and 6B and "Separator" in Figs. 12 and 13.

Attachment: Replacement Sheets  
Annotated Sheets Showing Changes Made

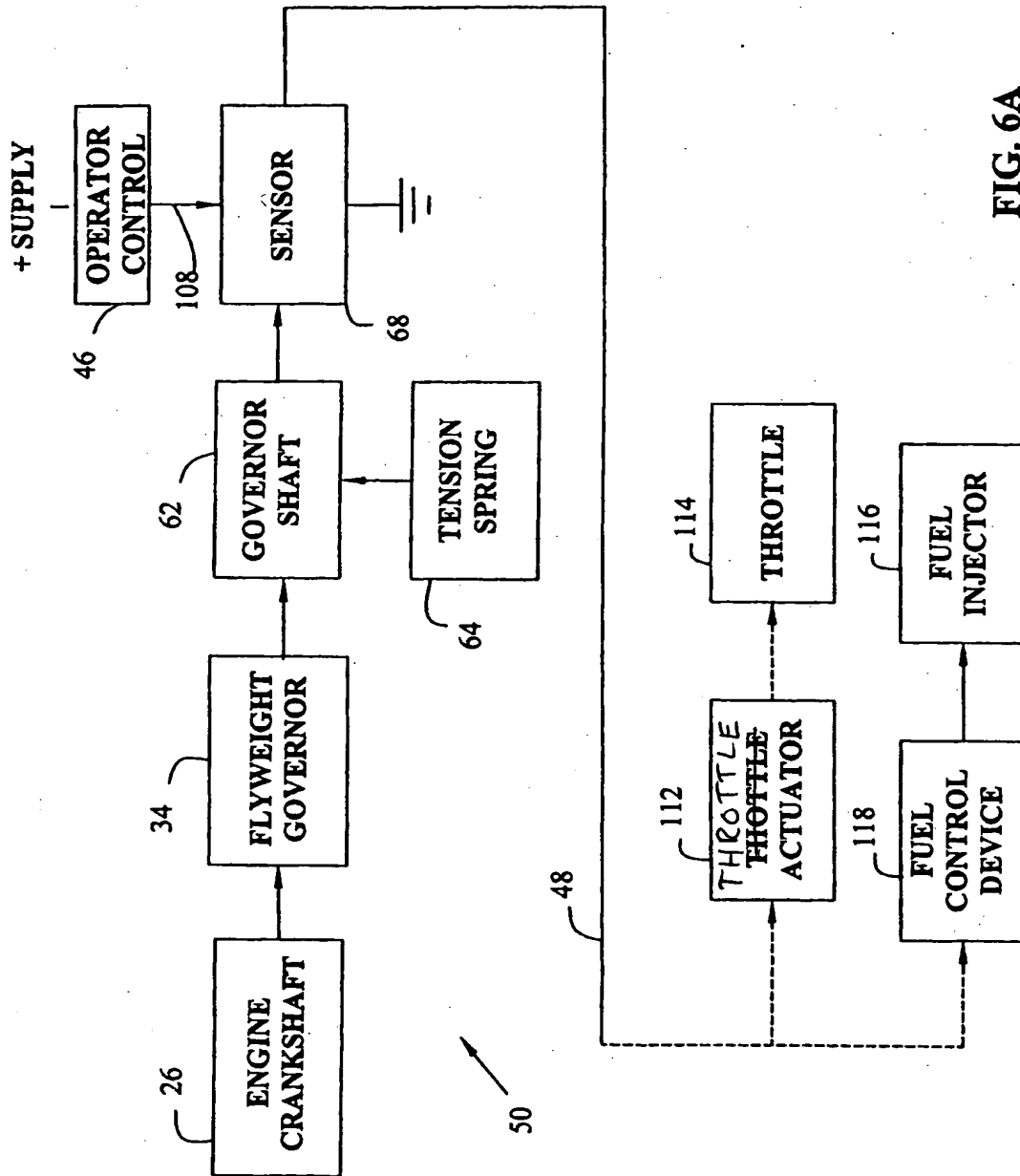


FIG. 6A

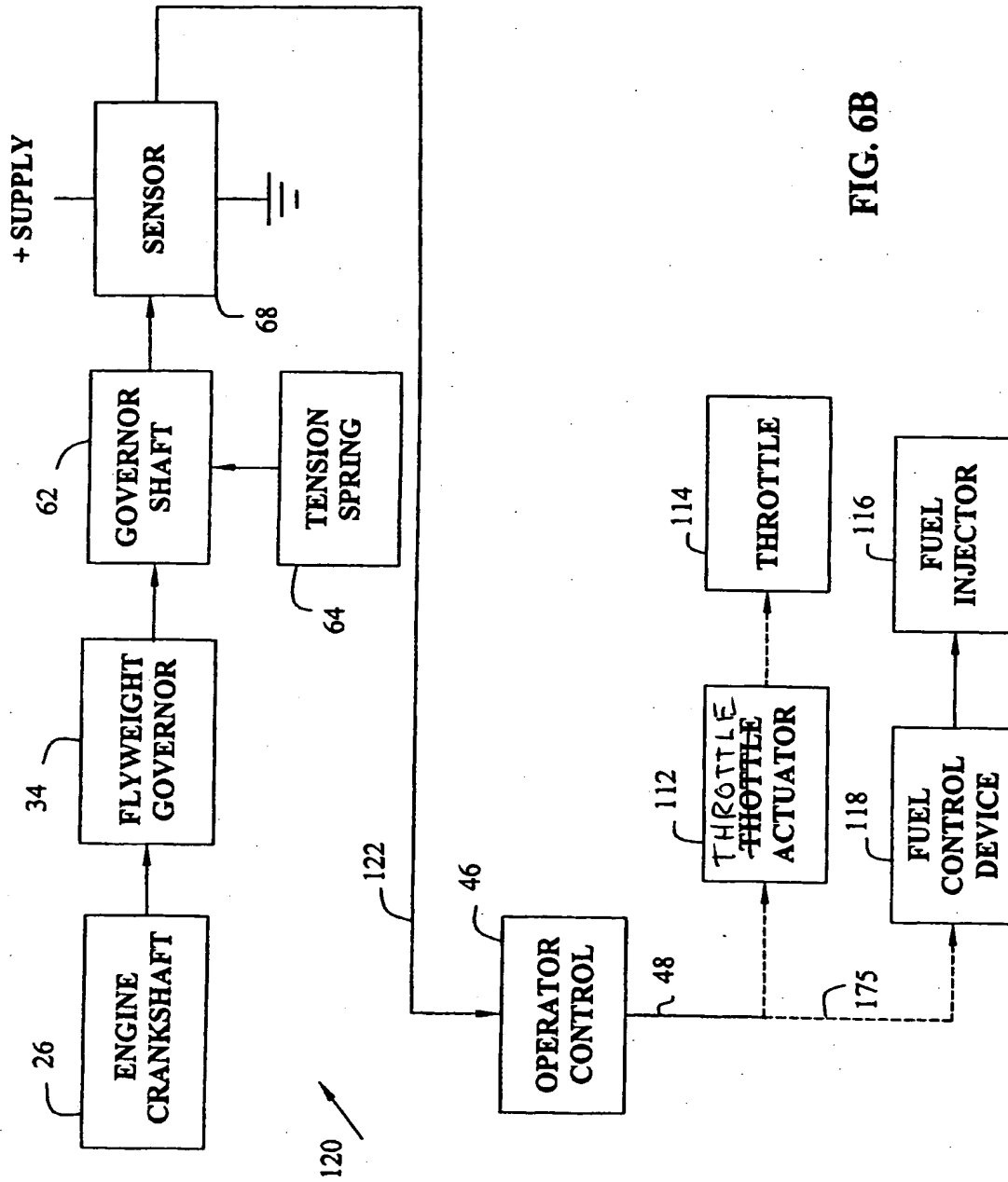


FIG. 6B

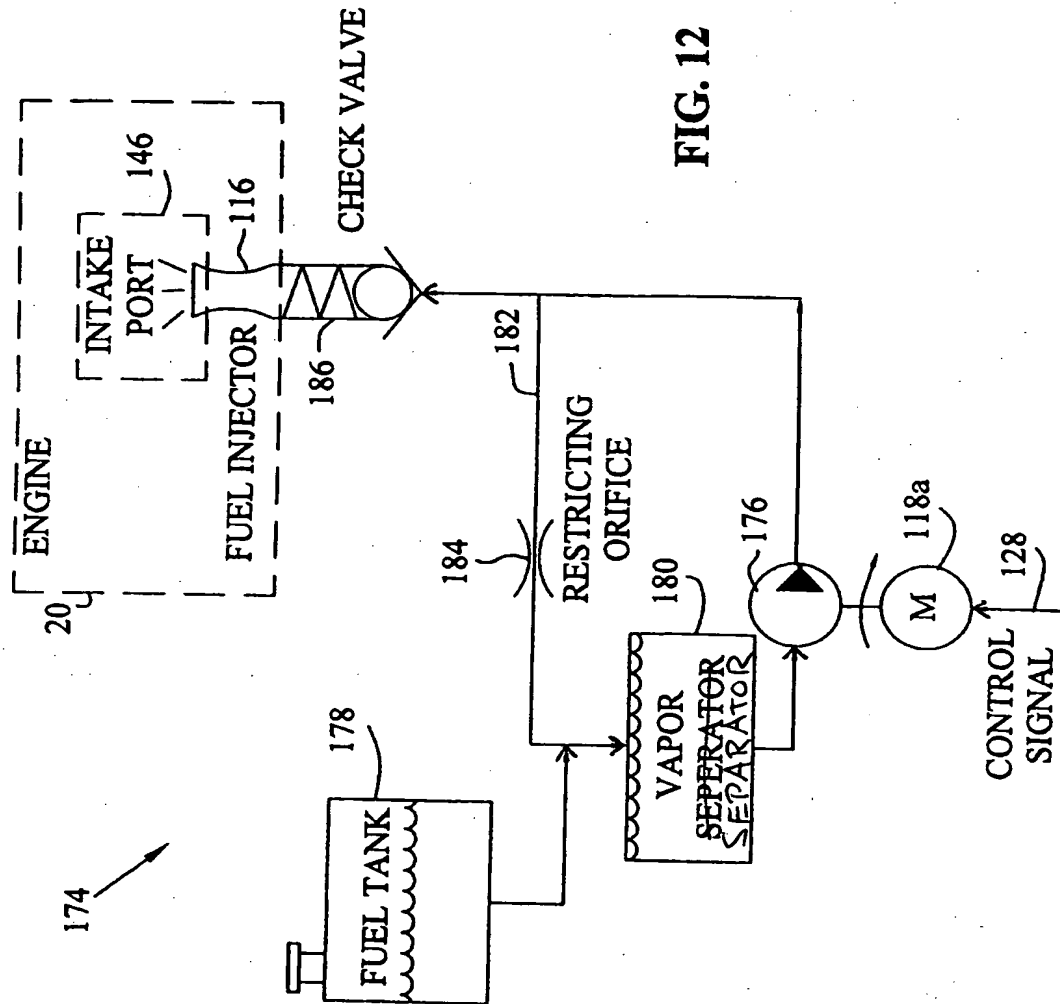


FIG. 12

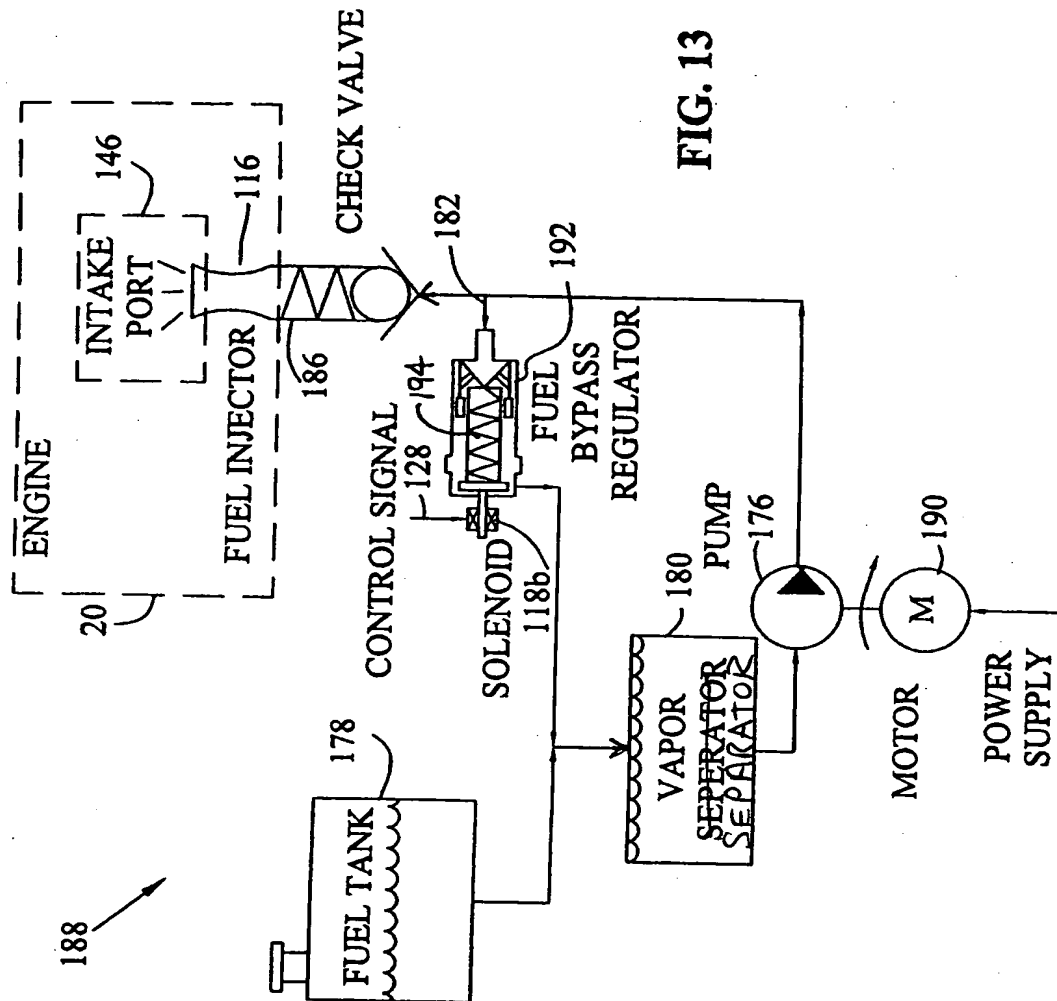


FIG. 13